

Kevin Desmond
General Manager, Metro Transit Division

201 South Jackson Street
 Seattle, WA 98104-3856
 (206) 684-1619
 Web site: transit.metrokc.gov



System Snapshot



- Operating Name: King County Metro Transit (Metro)
- Service Area: King County
- Congressional Districts: 1, 7, 8, and 9
- Legislative Districts: 1, 5, 11, 30-34, 36, 37, 41, and 45-48
- Type of Government: Metropolitan County
- Governing Body: County Council
- Tax Authorized: 0.9 percent total sales and use tax—0.3 percent approved in September 1972, an additional 0.3 percent approved in November 1980, an additional 0.2 percent approved in November 2000, and an additional 0.1 percent in November 2006.
- Types of Service: Metro provides several types of fixed route transit service and custom service under contract. Metro contracts for demand responsive and ACCESS service and operates fixed route service for Sound Transit.
- Days of Service: Metro offers some service with a 24-hour span and others with a range of the following: weekdays, generally between 4:00 a.m. to near midnight and weekends, generally between 6:40 a.m. and 10:00 p.m.

Performance Measures for 2006 Operations

	Fixed Route Services		Demand Response Services	
	King County Metro Transit	Urbanized Averages	King County Metro Transit	Urbanized Averages
Fares/Operating Cost	19.08%	16.18%	1.06%	1.93%
Operating Cost/Passenger Trip	\$3.75	\$4.84	\$25.16	\$28.91
Operating Cost/Revenue Vehicle Mile	\$11.49	\$7.74	\$4.75	\$4.95
Operating Cost/Revenue Vehicle Hour	\$129.42	\$110.67	\$67.16	\$72.16
Operating Cost/Total Vehicle Hour	\$113.31	\$96.64	\$59.35	\$63.95
Revenue Vehicle Hours/Total Vehicle Hour	87.55%	88.30%	88.37%	88.56%
Revenue Vehicle Hours/FTE	716	907	1,095	1,496
Revenue Vehicle Miles/Revenue Vehicle Hour	11.26	14.61	14.14	14.80
Passenger Trips/Revenue Vehicle Hour	34.5	23.5	2.7	2.5
Passenger Trips/Revenue Vehicle Mile	3.06	1.70	0.19	0.18

- Fares: \$1.25 is base fare for one-zone off-peak adult ride. On weekdays, there is peak-hour surcharge of \$0.75 and a \$0.50 surcharge for crossing a zone line. There is no zone surcharge at off-peak times. Youth fare is \$0.50. The fare for ACCESS service is \$0.75 per boarding. Family and Day passes are offered on weekends and holidays.

Current Operations

Metro provides a variety of fixed route services:

- 62 core city local routes within the city of Seattle, weekdays; 58 on Saturdays; and 50 seven days a week;
- 63 suburban local routes, weekdays; 55 on Saturdays; and 42 seven days a week;
- Two rural local routes, weekdays, and one route also with Saturday service;
- Two suburban intercity routes, seven days a week;
- Five rural intercity routes, weekdays, and one route also with Saturday service;
- 31 core city commuter routes within the city of Seattle;
- 67 suburban commuter routes;
- Six rural commuter routes; and,
- 20 weekday-only custom bus routes for schools or employers.

Metro also provides *ACCESS* transportation (paratransit) services for eligible individuals with disabilities. Metro purchases *ACCESS* transportation services from private contractors.

Transportation demand management services and vanpool services are provided on weekdays.

Metro is the lead agency for commute trip reduction in most areas of King County.

Revenue Service Vehicles

Fixed Route – 1,434 buses, including 115 Sound Transit coaches operated by King County Metro Transit. Metro operates several types of coaches, including 159 electric trolleybuses and 236 hybrid coaches (22 are Sound Transit).

Paratransit – 307 vehicles, with 291 in service; an additional 20 are contracted to other agencies; all are ADA accessible.

Vanpool – 1,273 in fleet with 1,045 in service.

Streetcars – Five, ranging in year-of-manufacture from 1925 to 1930. The streetcars are in storage, as the George Benson Water-front Streetcar lost its maintenance base to the Seattle Art Museum Sculpture Park.

Facilities

Metro's administrative, ridematching, and vanpool offices are in downtown Seattle. There are currently seven operations, nine vehicle maintenance, and four facilities' maintenance bases throughout King County. The largest are the Atlantic, Ryerson, Central, South, North, East, and Bellevue bases.

Metro operates through eight transit centers—Federal Way, Aurora Village, Bellevue, Kirkland, Kent, Renton, Burien, and Northgate—as well as the 1.3 mile Downtown Seattle Transit Tunnel (DSTT). In September 2005, the DSTT was closed for retrofit by Sound Transit for joint bus-rail operation. It is expected to reopen in September 2007. Six of the transit centers include park and ride lots. A new Redmond Transit Center is under construction next to the Redmond Park and Ride lot.

Metro has 126 (63 permanent and 63 leased) park and ride lots with 23,337 vehicles spaces. In addition, there are 1,700 bus stops with shelters maintained by Metro.

Intermodal Connections

Metro coordinates fares, schedules, and terminals with the Washington State Ferries to facilitate intermodal connections. Two Metro bus routes stop directly in front of the Colman Dock Ferry Terminal in downtown Seattle. All downtown bus routes are within a 10-minute walk of the terminal, including several routes serving 1st Avenue and Marion and Madison streets near the Marion Street pedestrian causeway connecting to the terminal. Metro also provides transit service to and on the Vashon-Fauntleroy ferry.

Many routes in downtown Seattle provide connections with Sound Transit Sounder commuter rail, Amtrak trains, and intercity bus operations.

Metro connects with Community Transit at several locations in Seattle and north and east King County and Mountlake Terrace in Snohomish County. Metro connects with Pierce Transit in Seattle, Federal Way, Auburn, and Enumclaw. The Puget Pass aids riders making regular transfers between counties on local service.

Metro provides regular fixed route service between Seattle-Tacoma International Airport and downtown Seattle and several suburban cities, including one Sound Transit route. Transit buses serve stops at the south end of the baggage level of the airport.

Seattle, Kirkland, and Bellevue School districts purchase student passes. Many additional students commute by various fixed route services.

Metro's entire bus fleet is equipped with bicycle racks. A new three-bike rack is being substituted for the two-bike rack. Several Metro facilities have bicycle lockers or racks.

2006 Achievements

- Marketed and promoted all public transportation services.
- Restructured the route in the Green River Valley to improve midday and Saturday service levels and added a new direct connection with Burien via Sea-Tac International Airport.
- Conducted community outreach toward a restructure of transit service in central part of East King County.
- Developed Transit Now program that was adopted by the Metropolitan King County Council and approved in 2006 General Election. Over a ten-year program, Transit Now is expected to add about 590,000 new hours of transit service. Transit Now includes several major elements: an expansion of service in developing areas, five RapidRide bus rapid transit routes, improved service on 30 key routes, and a partnership program.

2007 Objectives

- Implement off-peak service improvements funded by Transit Now.
- Begin planning the implementation of five RapidRide bus rapid transit routes.
- Plan and begin implementation of partnership service.
- Reopen the Downtown Seattle Transit Tunnel in September. Reassign downtown Seattle transit routes to optimize use of transit priority measures on 2nd, 3rd, and 4th avenues and connecting streets; group routes serving common markets at common outbound stops. Engage in a significant public outreach and marketing effort about the downtown Seattle service changes.
- Plan improved integration between Metro and Sound Transit service in the SR 520 corridor.
- Implement the new City of Seattle South Lake Union streetcar.



Long-range Plans (2008 through 2012)

- Plan and implement Transit Now service elements. Implement five RapidRide bus rapid transit lines. Restructure other routes around the BRT lines. Add other Transit Now funded improvements to 30 key routes and to developing areas. Add new service funded by the partnership program.
- Restructure transit service in southeast Seattle and Tukwila when the initial Sound Transit Link light rail transit segment opens. Integrate bus and light rail transit service for good connectivity. Redeploy hours saved through the restructure in the North King County subarea.
- Continue to work with other public transportation agencies in the region, including Sound Transit, Community Transit, Everett Transit, Pierce Transit, Kitsap Transit, and Washington State Ferries, to provide an integrated, multi-modal public transportation system through coordinated service connections, fare integration, and capital improvements. Plan the implementation of the SMART card fare collection system with the other agencies.
- Continue to enhance the service integration with neighboring transit agencies Sound Transit, Community Transit, and Pierce Transit.
- Provide a multimodal perspective in developing and implementing transportation programs such as the Regional Transportation Investment District. Develop and implement any service mitigation program.
- Work with the Washington State Department of Transportation, the Puget Sound Regional Council and other transportation agencies to plan and implement tolling on select limited access highways.
- Maintain, replace, and upgrade facilities, equipment, and systems. A number of related efforts include the Onboard Systems Integration (OBSI), FCC-required radio replacement, and the Communications/Control Center relocation.

	2004	2005	2006	% Change	2007	2008	2009	2012
Annual Operating Information								
Service Area Population	1,788,300	1,808,300	1,835,300	1.49%	N.A.	N.A.	N.A.	N.A.
Fixed Route Services								
Revenue Vehicle Hours	2,776,524	3,097,213	2,967,834	-4.18%	2,995,044	3,048,871	3,077,990	3,325,912
Total Vehicle Hours	3,517,476	3,548,740	3,389,747	-4.48%	3,420,825	3,482,304	3,515,563	3,798,730
Revenue Vehicle Miles	46,381,684	38,474,366	33,419,644	-13.14%	34,058,270	34,670,369	35,001,493	37,820,748
Total Vehicle Miles	47,023,495	47,052,186	42,286,594	-10.13%	43,094,661	43,869,163	44,288,141	47,855,405
Passenger Trips	98,250,237	99,775,874	102,413,938	2.64%	109,958,071	111,052,470	113,078,137	118,862,140
Diesel Fuel Consumed (gallons)	10,025,929	11,819,336	11,192,028	-5.31%	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)	16,749,028	17,048,640	15,791,529	-7.37%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	2	2	0.00%	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	179	184	167	-9.24%	N.A.	N.A.	N.A.	N.A.
Collisions	0	158	171	8.23%	N.A.	N.A.	N.A.	N.A.
Employees FTEs	3,672.2	4,097.8	4,147.3	1.21%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$352,095,962	\$372,498,885	\$384,092,189	3.11%	\$413,496,353	\$437,117,282	\$459,641,584	\$539,309,530
Farebox Revenues	\$73,596,602	\$72,055,103	\$73,289,582	1.71%	\$73,538,317	\$87,415,817	\$91,574,386	\$104,900,177
South Lake Union Streetcar*								
Revenue Vehicle Hours	11,136	10,086	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Hours	11,263	10,198	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Revenue Vehicle Miles	42,879	38,754	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Miles	42,978	38,842	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Passenger Trips	398,580	374,327	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)	179,200	183,920	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	8	0	\$0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	31.9	27.8	9.0	-67.63%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,426,751	\$2,071,123	\$981,401	-52.62%	\$4,605,717	\$4,605,717	\$4,605,717	\$4,605,717
Farebox Revenues	\$226,322	\$211,571	\$0	N.A.	N.A.	N.A.	N.A.	N.A.

*King County Metro's Waterfront Streetcar did not operate in 2006. Statistics represent costs associated with the South Lake Union Streetcar and administrative costs associated with the Central Link light rail.

King County Metro Transit

	2004	2005	2006	% Change	2007	2008	2009	2012
Demand Response Services								
Revenue Vehicle Hours	630,168	691,108	708,970	2.58%	639,343	655,647	676,009	723,910
Total Vehicle Hours	717,296	788,098	802,318	1.80%	728,579	747,231	770,498	825,253
Revenue Vehicle Miles	9,454,045	9,750,742	10,022,252	2.78%	8,605,986	8,829,437	9,107,042	9,761,155
Total Vehicle Miles	10,989,946	11,292,026	11,370,221	0.69%	9,962,438	10,219,108	10,538,705	11,291,244
Passenger Trips	1,750,684	1,831,398	1,892,683	3.35%	1,864,587	1,901,672	1,952,636	2,074,765
Diesel Fuel Consumed (gallons)	0	1,149,133	1,118,406	-2.67%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	0	126,038	167,064	32.55%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	0	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	24	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	696.3	664.3	647.3	-2.56%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$44,555,726	\$47,545,869	\$47,614,367	0.14%	\$52,521,764	\$55,624,571	\$59,539,791	\$62,579,908
Farebox Revenues	\$718,833	\$675,488	\$506,525	-25.01%	\$559,376	\$608,535	\$683,423	\$726,168
Vanpooling Services								
Revenue Vehicle Miles	8,767,157	9,083,017	9,950,890	9.55%	10,169,112	11,160,304	11,777,591	13,675,213
Total Vehicle Miles	8,944,023	9,253,608	10,136,703	9.54%	10,359,000	11,368,701	11,997,515	13,930,571
Passenger Trips	1,688,996	1,795,611	1,965,742	9.47%	2,230,452	2,354,293	2,449,150	2,544,007
Vanpool Fleet Size	1,143	1,165	1,273	9.27%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	809	944	1,045	10.70%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	788,415	647,411	711,122	9.84%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	2	6	200.00%	N.A.	N.A.	N.A.	N.A.
Collisions	1	7	4	-42.86%	N.A.	N.A.	N.A.	N.A.
Employees FTEs	45.5	55.3	55.7	0.72%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$7,234,031	\$6,701,931	\$6,638,696	-0.94%	\$7,076,153	\$7,608,329	\$7,981,533	\$9,193,043
Vanpooling Revenue	\$4,884,622	\$5,552,340	\$6,147,248	10.71%	\$6,784,262	\$7,154,092	\$8,154,964	\$9,622,899

	2004	2005	2006	% Change	2007	2008	2009	2012
Annual Revenues								
Sales Tax	\$309,630,881	\$335,521,413	\$364,355,912	8.59%	\$459,825,572	\$486,311,524	\$512,718,240	\$593,083,263
Farebox Revenues	\$74,315,435	\$72,730,591	\$73,796,107	1.47%	\$74,097,693	\$88,024,352	\$92,257,809	\$105,626,345
Vanpooling Revenue	\$4,884,622	\$5,552,340	\$6,147,248	10.71%	\$6,784,262	\$7,154,092	\$8,154,964	\$9,622,899
Federal Section 5307 Preventive	\$28,533,484	\$7,334,651	\$48,845,147	565.95%	\$46,400,000	\$50,000,000	\$50,000,000	\$50,000,000
FTA JARC Program	\$102,436	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Other Federal Operating	\$2,613,789	\$4,728,150	\$4,781,265	1.12%	\$6,791,870	\$6,982,042	\$7,177,540	\$7,797,492
State Special Needs Grants	\$2,914,880	\$1,505,838	\$2,063,659	37.04%	\$2,049,180	\$2,287,861	\$2,338,194	\$2,365,838
Sound Transit Operating	\$25,800,955	\$29,244,876	\$37,087,987	26.82%	\$41,140,982	\$44,724,419	\$46,954,689	\$53,626,415
Other	\$92,457,099	\$27,935,678	\$48,191,653	72.51%	\$49,619,173	\$48,165,265	\$53,399,710	\$26,571,148
Total	\$541,253,580	\$484,553,538	\$585,268,977	20.79%	\$686,708,731	\$733,649,555	\$773,001,147	\$848,693,400
Annual Operating Expenses								
Annual Operating Expenses	\$403,885,719	\$426,746,685	\$439,326,653	2.94%	\$473,094,270	\$500,350,183	\$527,162,908	\$611,082,481
Total	\$403,885,719	\$426,746,685	\$439,326,653	2.94%	\$473,094,270	\$500,350,183	\$527,162,908	\$611,082,481
Debt Service								
Interest	\$9,961,261	\$11,348,338	\$11,186,410	-1.43%	\$11,015,027	\$10,830,996	\$10,646,548	\$9,982,433
Principal	\$3,635,417	\$3,786,250	\$3,947,083	4.25%	\$4,116,667	\$4,287,917	\$4,479,583	\$5,156,667
Total	\$13,596,678	\$15,134,588	\$15,133,494	-0.01%	\$15,131,694	\$15,118,913	\$15,126,131	\$15,139,100
Annual Capital Purchase Obligations								
Federal Section 5309 Capital Grants	\$13,406,309	\$20,368,771	\$3,257,768	N.A.	\$10,798,265	\$3,219,127	\$1,590,000	\$0
FTA JARC Program	\$0	\$0	\$21,655	N.A.	\$10,000	\$0	\$0	\$0
Federal STP Grants	\$158,584	\$1,381,309	\$143,919	N.A.	\$1,606,931	\$0	\$1,899,000	\$0
CM/AQ and Other Federal Grants	\$716,598	\$1,977,517	\$3,025,533	N.A.	\$10,242,914	\$1,484,229	\$13,671,948	\$0
State Special Needs Grants	\$0	\$75,383	\$1,218,364	N.A.	\$67,636	\$1,149,550	\$238,374	\$0
Federal Section 5307 Capital Grants	\$58,869,858	\$48,911,109	\$2,789,568	N.A.	\$21,972,792	\$13,977,599	\$8,700,000	\$12,000,000
State Vanpool Grants	\$0	\$0	\$2,449,061	N.A.	\$1,816,722	\$887,451	\$913,962	\$998,348
Other State Capital Grants	\$0	\$516,372	\$53,347	N.A.	\$1,491,028	\$2,328,490	\$2,604,510	\$0
Capital Leases	\$15,887,434	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$115,325,502	-\$3,280,531	\$44,122,825	N.A.	\$112,642,359	\$101,405,584	\$93,136,033	\$198,588,299
Bonds Proceeds	\$50,525,939	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Total	\$254,890,224	\$69,949,930	\$57,082,040	-18.40%	\$160,648,647	\$124,452,030	\$122,753,827	\$211,586,647
Ending Balances, December 31								
Operating Reserve	\$25,170,279	\$31,086,592	\$47,760,929	53.64%	\$41,900,417	\$44,324,759	\$46,720,215	\$54,708,423
Capital Reserve Funds	\$141,460,446	\$158,427,285	\$172,074,443	8.61%	\$199,232,861	\$270,782,732	\$351,356,985	\$291,090,196
Cross Border Lease Fund	\$11,243,018	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Total	\$177,873,744	\$189,513,877	\$219,835,372	16.00%	\$241,133,278	\$315,107,491	\$398,077,200	\$345,798,620

